



ANOTHER ALLEGED ROSWELL WITNESS TELLS HIS STORY

The following item comes via CNI News, with thanks to George Filer (Majorstar@aol.com), editor and publisher of Filer's Files (www.filersfiles.com), for permission to reproduce this eyewitness testimony. The item was first published in Filer's Files #14, dated April 10, 2000.

In answer to an inquiry from CNI News, George Filer explained that he had recently received an unsolicited e-mail from a Filer's Files reader, giving the name and e-mail address of a man allegedly involved in the Roswell UFO incident of 1947.

Filer contacted the man—who wishes to remain anonymous, but whose name is known to CNI News—and exchanged several e-mails, from which the following account was assembled. To date, the witness has declined to discuss these matters with Filer by phone.

CNI News and several well-known Roswell researchers have requested direct contact with this man, but as of April 16 that request remains unanswered.

Filer, an Air Force veteran, told CNI News that, while he cannot vouch for the authenticity of this witness, the man does sound as if he is genuinely familiar with details of B-29 aircraft and flight procedures. In addition, a well-known Roswell

researcher confirmed that the name given by this witness is a name that can be positively linked to Roswell Army Air Field at the time of the Roswell incident.

The witness gave this account to George Filer:

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I was at Roswell in 1947 to early 1950. I was at the time a gunner in the 393rd Bomb Squadron, 509th Bomb Group, and a member of Captain Frederick Ewing's B-29 combat crew, with tail number 44-7301 (Straight Flush).

On Wednesday, July 9, 1947, our crew transported a crate to Carswell Army Air Force Base, Fort Worth, Texas, in 1:55 minutes [from Roswell, a distance of about 425 miles in one hour, 55 minutes]. The mission and cargo were classified. The crate was hauled into the front bomb-bay,

and armed guards rode in that bomb-bay with the crate. When I removed the down lock, I saw a Major and a Technical Sergeant in the bomb-bay and some others in there. They rode the whole trip in the bomb-bay and did not return with us.

We flew unpressurized at about 8,000 feet. Our bombardier made a safety check of the shackles which held the platform secure. Those shackles were rigged so that the cargo could not be jettisoned.

The Corporal tail gunner and I saw the crate when we removed the down locks from the bomb doors. The crate was covered with a tarp when unloaded and taken away on a trailer at Carswell. I would guess the crate was about 12 x 6 x 6 feet.

The engineer and I talked about weight and balance. They evidently had not given him a firm figure on the weight. He said with a laugh, "As long as it isn't more than five thousand pounds, our center of gravity should be okay."

We knew that Fort Worth was to be our landing point... Someone made a remark about carrying "the General's furniture".

There had also been rumors for a couple of days about a spaceship crash, but we were only told it was classified cargo and to stay back.

On the way home, I went forward to chat with Warrant Officer Landry about [a] minor problem with a prop. We had the Curtiss Electrics [people there] and there

was concern that one of them was hunting a bit.

Major Jesse Marcel rode back to Roswell with us and I talked briefly with him. He was always interested in the enlisted men on flight crews. He wanted gunners to be good observers when on long missions. I don't think his questions that day were probing... He asked if I was anxious to get into B-36s [the newest Air Force bomber at that time].

We were told repeatedly not to talk of this incident, not even to our wives. I held that inside until 1988, when books began to appear. To this day, I am in touch with one other member of our crew. Most of the others are no longer alive. Major Ewing was killed in a B-47 crash in Florida in 1952.

Some time afterwards, about three to six months later, the wives began talking among themselves about the clean-up detail. This originated from the wives of men on that duty. One such was a neighbor of ours in July 1947. They moved across town, but I would sometimes see him, and I asked him what he had seen out there. He was upset and told me, "You don't want to know." Based on the wives' gossip, we heard that he had seen a body.

Later, I became a pilot, and while in SAC [Strategic Air Command] was an instructor in the aero clubs and moonlighting as a crop duster. Aviation has been my life. While in SAC...at March AFB, our crew had two weird experiences with something that officially wasn't there.

[Signed] A Roswell B-29 gunner

George Filer adds this note:

"The government claims what was brought to Fort Worth under guard was a Mogul balloon, [the type] that they launched regularly from White Sands Proving Grounds, with printed instructions on the side for [how to obtain] a reward, if found.

"Our witness claims there were multiple guards inside the bomb-bay. Even atomic bombs did not normally warrant guards inside the bomb-bay, and certainly not an officer with the rank of Major."

CNI News notes that, assuming the testimony is true, whatever was carried in that bomb-bay was regarded by Roswell and/or Carswell military commanders as being of the utmost importance (perhaps more important than an atomic bomb).

Major Jesse Marcel flew on a different

plane to Carswell, as ordered by his commanding officer Colonel William Blanchard, accompanying samples of debris that the military would publicly identify as parts of a "weather balloon".

Marcel apparently had nothing to do with whatever was in the bomb-bay in the large box described by this witness, and might

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not have known anything about it.

This account is consistent with previously published claims that bodies and wreckage from a genuine UFO crash near Roswell were flown in one or more large crates by B-29 to Carswell, from which they might then have been dispatched to their final destinations, possibly including Wright Field (Wright Patterson Air Force Base) in Dayton, Ohio.

(Source: CNI News, USA, telephone +1 970 282 7077, e-mail CNINews1@aol.com, website www.cninews.com/)

ANCIENT CITY BENEATH CALIFORNIA'S DEATH VALLEY?

Bourke Lee, in his book *Death Valley Men* (MacMillan, NY, 1932), in the chapter titled "Old Gold", describes a conversation he had several years before with a small group of Death Valley residents. The conversation eventually turned to the subject of Paiute Indian legends.

At one point, two of the men, Bill and Jack, described their experience with an "underground city" which they claimed to have discovered after one of them fell through the bottom of an old mine shaft near Wingate Pass.

They said they found themselves in a natural underground cavern which they followed about 20 miles north into the heart of the Panamint Mountains. To their amazement, they allegedly found themselves in a huge, ancient, underground cavern city. They claimed to have discovered within the city several perfectly preserved "mummies" which wore thick armbands,

wielded gold spears, etc. The city had apparently been abandoned ages ago, and the entire underground system looked very ancient. It formerly had been lit, they found out by accident, by an ingenious system of lights fed by subterranean gases.

They claimed to have seen a large, polished, round table which looked as if it may have been part of an ancient council chamber, giant statues of solid gold, stone vaults and drawers full of gold bars and gemstones of all kinds, heavy stone wheelbarrows which were perfectly balanced and scientifically constructed so that a child could use them, huge stone doors which were almost perfectly balanced by counterweights, and other incredible sights.

Bill and Jack also claimed to have followed the caverns upwards to a higher level which ultimately opened out onto the face of the Panamints, about halfway up the eastern slope, in the form of a few ancient tunnel-like quays. They realised that the valley below had once been under water, and they eventually came to the conclusion that the arched openings were ancient "docks" for sea vessels. They could allegedly see Furnace Creek Ranch and Wash far below them.

They told Bourke Lee that they had brought some of the treasure out of the caverns and tried to set up a deal with certain people, including scientists associated with the Smithsonian Institution, in order to gain help to explore and publicise the city as one of the "wonders of the world".

These efforts ended in disappointment, however, when a "friend" of theirs stole the treasure (which was also the evidence). They were scoffed at and rejected by the scientists when they went to show them the "mine" entrance and could not find it. A recent cloudburst, they claimed, had altered and rearranged the entire countryside; the landscape no longer looked the same.

When Bourke Lee last heard from the two men, Bill and Jack were preparing to climb the eastern face of the Panamints to locate the ancient tunnel openings or quays high up the side of the steep slope. Lee never did see or hear from his friends again.

In 1946, a man calling himself Dr F. Bruce Russell, and claiming to be a retired physician, told a similar story about finding strange underground rooms in the Death Valley area in 1931. He told of a large room with several tunnels leading off in different directions. One of these tunnels

led to another large room that contained three mummies. Artifacts found in the room appeared to be a combination of Egyptian and American Indian design. The most amazing thing about the mummies, though, was the fact that they were more than eight feet tall.

Dr Russell and a group of investors formed Amazing Explorations, Inc. to handle the release and profit from this remarkable find. But, as stories of this type usually go, Russell disappeared and the investigators were never able to find the caverns and tunnels again, even though Russell had personally taken them there. The desert can be very deceptive to anyone not used to travelling in it.

Months later, Russell's car was found abandoned, its radiator burst, in a remote area of Death Valley. Russell's suitcase was still in the car.

The old TV series *Death Valley Days* once ran a short story about western pioneers finding mummies in the desert. Since one of the scriptwriters stated that "there had never been a script without a solid basis in fact", it would be interesting to find out what their source had been.

For now, these stories will have to be shrouded in mystery, along with the account of the 21,000-year-old bones found in California's Imperial Valley, which were also rumoured to have been spirited off by the Smithsonian.

(Source: www.geocities.com/TheTropics/Lagoon/1345/valley.html)

NEW ARCHAEOLOGICAL FINDS IN MEIDUM PYRAMID

The pyramid of Meidum, one of Egypt's earliest pyramids, is a complicated structure, even by ancient Egyptian standards. It was built about 2600 BC, but its designers apparently couldn't make up their minds on what it should look like.

And now, French and Egyptian archaeologists, armed with a fibre-optic endoscope (like those which doctors use to peer inside the human body), have discovered two previously unknown chambers and a tunnel that stretches nearly 40 metres (131 feet) into the heart of the enigmatic pyramid.

The structure began as a step pyramid, with stair-step sides like a giant wedding cake, in the style of the famous "first pyramid" built at Saqqara for Pharaoh Djoser. Then the steps were expanded by adding another layer. Finally, its steps were

encased in a smooth shell to create one of the first true pyramids. Situated 90 kilometres (56 miles) south of Cairo, it rises nearly 100 metres (330 feet). Quite likely it was unstable from the beginning, and it seems never to have been used as a tomb.

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A tunnel shaft leads from the outside of the mostly collapsed pyramid to the burial chamber deep inside. But, as Gaballah Ali Gaballah told the Eighth International Congress of Egyptologists in Cairo on Thursday 30 March, two recesses near the bottom of the shaft have confused archaeologists. (Gaballah is head of Egypt's Supreme Council of Antiquities.)

Each recess is about 1.7 metres (5.7 feet) high and 2.1 metres (6.9 feet) across. An unreinforced span of that size should be too great to support the enormous weight of the stone blocks above it. But the Franco-Egyptian team thinks it has solved the mystery.

Examination of the masonry along the top of the shaft revealed what looked like a carefully concealed window. In May 1998, the researchers slipped an endoscope — "a device like a long, flexible telescope about the diameter of a human finger" — through a joint

between building blocks. What they saw through the scope was another tunnel directly above the first. And this one had a "corbelled" roof—a top built of overlapping blocks that rise progressively to a point. Such a roof would distribute the overlying weight and relieve pressure on the open corridor below it. The new shaft does not open onto the outside of the pyramid, but it does head down towards the two troublesome recesses.

Last year, the team used the endoscope to explore beyond the end of the tunnel and above the recesses. What they found were two identical corbelled chambers, one above each recess and the same width. This rather clever, weight-distributing construction likely explains how the flat-roofed recesses were made possible.

Gaballah notes that the exact purpose of the complex recesses, chambers and twin shafts is not clear: "The work is still in progress and we don't know what to expect."

In addition to Gaballah, the team included Mustafa El-Zeiri of Egypt and Gilles Dormion and Jean-Yves Verd'hurt of France.

(Source: By Robert Locke, 12 April 2000, http://foxnews.com/science/egypt/egypt_meidum.sml)

